

WILL RUN THE ROAD

Mr. Webb Says the New York Central

DEMANDS STATE PROTECTION

To Enable It to Carry on Its Business.
The Situation at Buffalo Unchanged.

BUFFALO, Aug. 17.—A strike of the locomotive firemen on the Lehigh Valley may be ordered at any moment. A fireman in the Lehigh Valley yard at East Buffalo was ordered to do switching. He refused to do so and was summarily discharged. The case was taken up at the fireman's meeting last night and discussed. A committee was appointed to wait on the Lehigh Valley officials and demand the reinstatement of the discharged fireman. If the company refuses a strike of the firemen on the Lehigh Valley division, and possibly on the entire Reading system, may follow. Should this occur it is altogether likely that the firemen on the Erie, Central, Buffalo Creek, and at other lines may go into the strike, and they will go out also. If this should happen the passenger as well as the freight trains, will be held up the entire length of the line. It is impossible to say to what extent the trouble may extend. Grand Master Sweeney, of the locomotive firemen's brotherhood is here; also Grand Master Wilkinson, of the brotherhood of trainmen. Their presence at this time is regarded as significant.

ORDER TO BE RESCUE

A brakeman stated today that the Grand Master sent for him to some change of the local situation. If any of the members are asked to assist in any way to make up trains or perform any duties which ordinarily belong to the switchmen, the strike of the trainmen will be ordered. The men, so the informant says, are in the most hearty accord with the switchmen and are willing to strike on the slightest provocation should they feel that such a move would bring the struggle to a finish. It is also learned from a reliable railroad man that Chief Arthur of the engine men has been ordered to leave the city some time today. The object of his coming could not be learned. Chief Arthur is known to be one of the most conservative labor men in the United States, and his coming is supposed to be for the purpose of restoring order and to urge them to act. Grand Master Sweeney this afternoon gave a positive denial to the statement that he had sent any such message as Grand Secretary Simons of Chicago claims to have received. Further west the New York and Pennsylvania are not on a strike. A dispatch from Niagara Falls states that none of the switchmen have gone out as yet. The sheriff of Niagara county has been notified of the threatened trouble and is expected here tonight.

WEBB WANTS PROTECTION

Vice President Webb was seen this afternoon. He appeared quiet and self-contained and not a bit rattled by the situation. "We intend to run our road and more all trains as usual," he said. "There will be no Pinkerton employed. We shall attend strictly to business and we shall look to the state for protection. We do the same and protect our men from assault. This cannot be with a few militia men nor a thousand. The so-called strike on our road amounts to nothing. Our men generally are well satisfied with their positions. They decline to act because they are feared molestation. We shall run the New York Central as a non-union road as we have done for twenty years and we like it. Our men are higher paid than those of any road and are well satisfied. We, on the other hand, have been spared the constant firing of committee men and grievances at us which was almost continual, while the union was trying to help us run the road. The situation resolves itself into this: We can run this road now, this minute, with the men we have at our disposal, if we can guarantee them sure protection in the discharge of their duties. The state of New York must do this at once. We are in no trouble whatever for men."

All we want is soldiers to prevent the men being killed or injured at the points. As soon as we have soldiers enough we will have switchmen and other help in abundance. The New York Central, as I said, will run its road in its own way." General Superintendent Voorhes expressed the same view. He said that in the morning he ordered the strike on the Lehigh Valley closed for the day and remain closed until he gives them permission to open. Private Elmer, who was shot this morning, died at 1 p. m. in the ambulance on the way to the hospital.

MANY MEN HURT

They Will Take the Places of the Strikers on the Lehigh Valley.
READING, Pa., Aug. 17.—One hundred mountain men passed through here this afternoon to take the places of the strikers on the Lehigh Valley road. They came from Pine Grove, Frickville and Cresconia and are all practical and experienced grade men and will be used on the mountains. It was learned this evening that the company has secured enough men already to fill the places of every striker on the entire system. It is not believed, however, that the trouble will extend south of Packerton. Nearly all of the old men were called upon personally today and the majority gave assurance that they would stand by the company. Cars are being at the shops with bunk mattresses, stove and tables and will be sent out tonight.

DECLINED TO ABSTAIN

The Railway Companies Refuse to Settle This Way.

BUFFALO, Aug. 17.—At 3 o'clock p. m. the representatives of the interested roads held a conference with the board of arbitration. The roads were represented by their attorneys. The conference was held behind closed doors and lasted about half an hour. The attorneys said they had no authority to agree to the arbitration of the trouble. Chairman Pugh then said that the railroad men were in indication of a desire to submit the matter to arbitration, but within a few days the board would begin an investigation as provided for by law.

QUEEN OF THE TURF

Nancy Hanks Lowers The World's Record.

TROTTERING A MILE IN 2:07 1-4

Over the Washington Park Track at Chicago—The Most Wonderful Feet on Record.

CHICAGO, Aug. 17.—Nancy Hanks trotted a mile at Washington park today in 2:07 1/4. The great mare was sent to beat her own record of 2:09, and not only upset the mark so decisively but broke all existing records. The 2:08 of Maud S. dwindles into obscurity, and the world's notch of 2:04 held today by Sunol, is beaten by a full second in the clip set by the peerless Nancy Hanks, now supreme queen of trotters. Twelve thousand persons saw the unequalled feat performed at Washington park today. The majority rather expected that a shy would be taken at the 2:09 record because Budd Doble had given it out plainly, since Monday, that the daughter of Happy Medium of Nancy Lee, named after the mother of Abraham Lincoln was in fine fettle and in condition to do wonders. So grandly fast did she trot, however, and so perfect was her motion that she sped under with 2:07 1/4 to her credit. The big crowd of enthusiasts present let loose all bedlam had escaped and Doble and the conqueror of time were lifted from their feet. Man and mare were practically carried to the paddock and the races that followed were seen only as a passing memory.

HOW IT WAS DONE

It was past 5 o'clock when Doble brought Nancy out to score. Alongside was Frank Starr driving a thoroughbred to the track. She was sent a slow mile to warm up and when her mouth was spoused she was ready for the struggle. The mare sped toward the wire like a machine and Doble having nodded to the timers was given the word and the famous mile trip was on. The fan of the whip ticked her sides as she raced toward the first turn and she passed the clubhouse so rapidly that veterans of the turf declared she was going too fast to hold out at that pace to the end. The quarter was reached in 31, but the mare was going as steadily as she had begun and Doble sat like a statue.

FINISHED BY THE POST

When she flashed past the half-mile post in 1:03 there was a great murmur of surprise. Just then Starr moved the runner to the wire. He had been trailing up to that time. The thoroughbred, however, appeared to be an unnecessary companion for the mare, she never faltering or losing courage. When the three-fourths flag went down the time recorded was 1:33, and then for the first time Doble began to urge the mare. Into the stretch she thundered, Starr now sending the runner level with Nancy, and as she came toward the finish the more enthusiastic of the spectators began to cheer. On swept the mare, and faster and faster Starr urged the runner. At the final eighth pole Doble's hands were raised and he leaned over his beloved charge.

FORCED TO THE LIMIT

With voice and rein he coaxed her to the effort of her career, and thus forced her out to the very limit of speed and endurance. The applause had died away and the most impressive silence Doble lifted Nancy Hanks under the wire and so won the distinction of the world and placed the mare as ruler of the trotting kingdom. Nancy Hanks showed but little fatigue and was breathing easily before the stall was reached. Doble declared that she would have gone faster, but was retarded by the strong wind in the back stretch. Nancy Hanks was driven to one of the new pneumatic tread sulks. The summaries of the other races are as follows:

2:30 Trotting, Purse \$2,000.
Sisson and McCrea's B. Geneva by 1 1/2
Leland 1 1/2
A. W. 1 1/2
Mauda Wilkes 1 1/2
Indulgence 1 1/2
Mauda Wilkes 1 1/2
Dirig 1 1/2
Sisson 1 1/2
W. Wonder 1 1/2
Nelle 1 1/2
Time, 2:10 1/4, 2:10 1/4, 2:10 1/4.

Champ on stakes for foals of 1899, Purse \$1,000.
F. H. Hilda by Gay Mills 1 1/2
Moloch 1 1/2
Cleo 1 1/2
Happy Pilot 1 1/2
Mando 1 1/2
Stamias 1 1/2
Belle Medium 1 1/2
Time, 2:20 1/4, 2:20 1/4, 2:20 1/4.

READY FOR HER ARMOR

The New Monitor Terror Approaching Completion at Brooklyn.

WASHINGTON, Aug. 17.—The next of the double-turreted monitors to be completed will be the Terror, now under way at the Brooklyn navy yard. She is all ready to receive her armor and the work of placing the plates in position will probably soon begin. The Terror is the first of the new class of monitors to be built at the Brooklyn navy yard. She has the contract for the Terror's armor has shipped the first test plate to the Washington navy yard to be fired on the Indian Head proving ground. If this plate comes up to the contract requirements the first shipment of armor to the Brooklyn navy yard will be made at once. The Bethlehem company now has its forging plant in first-class running order, and it is expected that deliveries of armor will hereafter be more frequent.

FIVE MEN BURED ALIVE

Koster & Bial's New Building in New York Falls to the Ground.

NEW YORK, Aug. 17.—The front wall of Koster & Bial's new building, twenty-fourth street and Sixth avenue, fell at noon today. Five men are buried in the ruins.

ARRESTED FOR EMBEZZLEMENT

CLEVELAND, Aug. 17.—Stanley A. Austin, the paymaster of the Cuyahoga county company, was arrested tonight for embezzlement. He is charged with falsifying the pay rolls. He confessed that he had taken \$20,000, but the amount is probably greater. He had purchased a small interest in the paving horse El Monarch and when arrested had \$20,000 in his possession, but he was going to take it to Chicago and put on the horse. High living brought about his downfall.

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Two companies of National guards, en route from Chattanooga via Harrisburg, were compelled to take a side-track a few miles from Oliver Springs on account of the displaced rails. Hundreds of shots were exchanged, but strange to say no one was injured. The guards and militiamen seeing that it was useless to combat a force of 1,000 infuriated and determined men, quietly surrendered. The guards, convicts and soldiers were loaded on a train of flat cars and the engineer, at the point of a Winchester rifle, was compelled to pull the train out in the direction of Knoxville. The stockade was then burned to the ground. Arriving at Clinton, permission was obtained from the railway officials to bring the convicts to this city. The train, which was the only one in or out for twenty-four hours, arrived in Knoxville at 3 o'clock and was soon surrounded by an immense throng of the curious. A special train left the station at 5 p. m., taking the convicts to the main prison at Nashville.

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RAILWAY SCHEMING

Mr. Hills Trying to Get the Oregon Railway Lines.

CHICAGO, Aug. 17.—It leaked out today that the object of J. J. Hill's present visit to New York is the securing of the controlling interest in the Oregon railway and navigation company's line, consisting of a thousand miles or more of track between Spokane and Portland, there are but two ways in which Mr. Hill can gain control of this line. Either the Oregon short line or the Union Pacific has so defaulted on the terms of their lease as to make that instrument nugatory, or Hill must hold a controlling interest in the \$20,000,000 of Oregon short line stock, it being in either case a comparatively easy matter for him to secure control. The great northern railway line of which Mr. Hill is president is constantly master of the Pacific and it would cost far more to build a new line from there to the Pacific than to secure the control of the Oregon railway and navigation. If Mr. Hill obtains possession of the latter he would instantly be master of the Northern Pacific Coast railway situation, including a line of steamers plying to every ocean and river point between San Francisco and British Columbia. The great Northern would then be in a position to compete on all transcontinental routes with the great lines of San Francisco, making it a much larger factor than even the Southern Pacific in trans-continental business.